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GOVERNMENT GAZETTE

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SUPPLEMENT

(SUPLEMENTO)

GOVERNMENT OF GOA, DAMAN AND DIU

Secretariat

General Administration Department

Notification

GAD/MIS/B/25090-64

Notification No. 7-PG (37) 63 dated the 31st of August, 1964 issued by the Secretary to the Government of India, Ministry of Transport, is hereby republished for the general information.

B. K. Lal, Under Secretary, General Administration Department.

Panjim, 17th September, 1964.

GOVERNMENT OF INDIA

MINISTRY OF TRANSPORT

(Transport Wing)

New Delhi, August 31st 1964

Notification

PORTS

G. S. R. — The following draft of rules which the Central Government proposes to make in exercise of the powers conferred by sub-section (1) of section 6 of the Indian Ports Act, 1908 (15 of 1908), is hereby published for the information of persons likely to be affected thereby.

2. Notice is hereby given that the draft will be taken into consideration on or after the 20th September, 1964. Any objection or suggestion which may be received by the Central Government with respect to the draft on or before the date so specified shall be taken into consideration by the Central Government.

Draft Rules

MORMUGAO PORT RULES

PART I

1. **Short Title.** — These rules may be called the Mormugao Port Rules, 1964.

2. **Definitions.** — In these rules, unless the context otherwise requires, —

- (a) the "Act" means the Indian Ports Act, 1908 (15 of 1908);
- (b) "Board" means the Board of Trustees constituted under the Major Port Trusts Act, 1963 (38 of 1963) for the Port and includes the body of persons appointed to be the Conservator of the Port under the Act;
- (c) "dangerous goods" means goods as defined in the Indian Merchant Shipping (Carriage of Dangerous Goods) Rules, 1954;
- (d) "Deputy Conservator" means the officer, appointed by the Board to assist the Conservator in the performance of any duty imposed upon him by or under the Act;
- (e) "explosives" means explosives as defined in the Indian Explosives Act, 1884 (4 of 1884);
- (f) "harbour" means that part of the Port, in which sections 31 and 32 of the Act are for the time being in force;

- (g) "Harbour Master" means the officer, appointed by the Conservator, to have charge, under the supervision of the Deputy Conservator, of the berthing, mooring and movement of every vessel within the port and includes any person acting under instructions of the Harbour Master;
- (h) "master" includes any person (except the pilot or Harbour Master) having the command of a ship;
- (i) "navigable channel" means that portion of the Port used from time to time by sea-going vessels and sea planes;
- (j) "pilot" means a person for the time being authorised by the Government to pilot vessels under sub-section (3) of Section 3 of the Act;
- (k) "Port" means the Port of Mormugao, and the navigable channels leading to it in which the Act is for the time being in force;
- (l) "sea-going vessel" means a vessel proceeding to sea beyond inland waters or beyond waters declared to be smooth or partially smooth by the Central Government;
- (m) "vessel" includes any ship, boat, sailing vessel or vessel of any other description used in navigation.

3. (1) **Application.** — Save as otherwise expressly provided in these rules, (i) these rules shall be applicable only within the local limits of the Port,

(2) Nothing in these rules shall affect the provisions of any rule made under any law made by Parliament or any existing Central law.

Entering or leaving Port

4. No sea-going vessel shall enter or leave the harbour at any time without having on board a pilot:

Provided that a sea-going vessel may leave the harbour without having on board a pilot under stress of weather after giving the Port Signal Station an intimation of her intention to do so, and after taking the consent of the Harbour Master.

5. Every sea-going vessel shall, on entering or leaving the Port between sunrise and sunset, fly her national flag and shall show her signal letters.

6. Every sea-going vessel entering or leaving the harbour shall be provided with an efficient rope ladder and if the pilot considers the ladder or the man-ropes provided by a vessel to be unsafe, he may refuse to board or leave her, as the case may be, until a strong and efficient rope ladder and stout man-ropes are provided as required under the Indian Merchant Shipping (Pilot ladder) Rules, 1953.

7. The Master of a vessel, entering or leaving the Port, shall be responsible for the maintenance of normal handling power to work main engines at full speed, ahead or astern, as may be required, until such time as the vessel is berthed or cleared of the navigable channels.

8. When a sea-going vessel is expected to arrive in the Port, her agents shall send to the Conservator of the Port, at the earliest possible moment a notice in the form given below: —

FORM

Port of Mormugao

Notice of the expected arrival of a vessel.

- (1) Name of vessel and nationality.
- (2) Net Registered tonnage of the vessel.
- (3) Expected date and time of arrival.
- (4) Draft on arrival.
- (5) Tonnage and description of cargo to be landed.
- (6) Tonnage and description of cargo to be shipped.
- (7) Expected duration of stay in Port.
- (8) Particular berth, if any, preferred by the agents.
- (9) Last port of call.
- (10) Next port of call.

9. Pilots shall take vessels to sea from clear berths or bring them into Port/when the lights and navigation marks are visible and reasonably distant objects are discernible.

10. Proper look-out both day and night shall be maintained by vessels to give immediate notice of any obstructions or danger forward of the ship.

11. No dangerous goods and explosives shall be permitted to be brought within the limits of the Port unless packed in a manner, which in the opinion of the Deputy Conservator is adequate to withstand the ordinary risks of handling the transport by sea.

12. Every vessel shall have sufficient number of suitable fenders ready for immediate use whenever there is a risk of the vessel striking against any other object.

Berths and stations

13. (1) Every vessel shall take up the berth or mooring or occupy the place assigned to her by the Deputy Conservator, and shall change her berth, or move when required to do so by the Deputy Conservator.

(2) No immobilised vessel shall be shifted without the orders of the Deputy Conservator.

14. Every application for sea-going vessels to be moved or for any other assistance shall be made in writing and addressed to the Deputy Conservator between the hours of 9.00 a. m. and 5.00 p. m. except on a Sunday or any other day declared as a holiday by the Conservator of the Port, and in the case of an application which is required to be made on a Sunday or other holiday, the application shall be sent so as to reach the Deputy Conservator's office on the previous day. The application shall clearly indicate the maximum draft it is expected to load.

15. Every vessel, within the harbour, shall employ such tug as is in the opinion of the Deputy Conservator, the Harbour Master or the pilot-in-charge, necessary for manoeuvring and her safety.

16. The following order of priority for berthing of sea-going vessels will be normally followed except when otherwise directed by the Deputy Conservator:

- (i) passenger vessels,
- (ii) petroleum and coal vessels,

- (iii) vessels carrying food grains and perishable cargoes,
- (iv) cargo vessels.

Note: — The time of arrival at the Port is considered to be the time when the vessel comes under orders of the Signal Station regarding her entry to the harbour. A vessel that arrives outside the harbour and receives instructions to anchor during the night and to enter in the harbour at day-break, is considered to have arrived before a ship which arrives and enters at day-break ahead of the ship that is anchored.

Striking Masts and Yards: Projections

17. Every vessel within the Port lying at, proceeding to or from the moorings or jetties shall turn in all boats and projections (except fenders) likely to foul any other object. Every vessel within the port shall strike its yards, top-masts etc. on being required to do so by the Deputy Conservator or his Assistants, whether by signals or otherwise.

Vessels taking in particular cargoes or taking in or discharging passengers

18. Every vessel taking in or discharging ballast or any kind of cargo, such as, ammunition or other explosives, kerosene oil, bones, coral or other offensive articles and timber or passengers, within the Port, shall do so only at such berths, moorings or anchorages as the Deputy Conservator may direct.

19. No ballast, earth, ashes, stones, rubbish, waste material, filth, oil, ballast and bilge water containing oil in a proportion of 100 parts or more in 1,000,000 parts shall be discharged or allowed to leak or flow from any vessel in the Port, without the prior permission of the Deputy Conservator.

20. The Master of every vessel shall take all necessary precautions by placing guards or otherwise to prevent injury to persons or damage to property.

21. Every vessel when not working cargo shall have all open hatchways protected or closed.

Bunkering of vessels with liquid fuel

22. Bunkering of every vessel with liquid fuel may be permitted at the quays by means of the service pipe lines, provided that the following conditions are fulfilled: —

- (a) during all such time as any vessel is receiving liquid fuel into her bunkers, the Master or First Mate of such vessel shall be present on board and it shall be incumbent upon him to see that these rules are complied with and that all reasonable precautions for safety are observed;
- (b) a ship's officer shall be on watch and an attendant shall be stationed alongside the flexible connecting pipe while bunkering is in progress;
- (c) suppliers of liquid fuel shall be responsible for seeing that all flexible pipes used for bunkering vessels are tested to a pressure of 100 pounds per square inch before operations commence and that all joints are oil-tight;

- (d) (i) every supplier of liquid fuel for bunkering shall be liable for any damage whatsoever caused to cargo or property belonging to the Port, by any leakage of fuel oil or other causes;
- (ii) the master and owner or the agents of the vessel receiving such fuel shall also be liable for any such damage if caused by negligence or defect or failure of apparatus or appliances belonging to the vessel;
- (e) no cargo other than goods, unaffected by oil, shall be allowed on the wharf within 50 feet of the oil stand pipes and shed doors immediately behind them shall be kept closed while bunkering is in progress;
- (f) before bunkering commences, the ship's attendant shall see that the telephone connection to the oil company's depot is in working order;
- (g) an attendant shall be on duty at the pump throughout the time of bunkering;
- (h) at least two hours' notice in writing shall be given to the Harbour Master before bunkering is commenced;
- (i) no bunkering shall be commenced unless the Port Fire Officer is satisfied that all precautions, necessary have been taken.

Keeping Free Passages

23. The entrance to the harbour, every space between the different moorings within the harbour, every space in the vicinity of the quays and the turning basin shall be kept free to such extent as may be required by the Deputy Conservator.

Anchoring, fasting, mooring and unmooring

24. No vessel shall make fast to or use any mooring without the permission of the Deputy Conservator or the Harbour Master.

25. Every vessel underway, or lying in the stream or at the mooring shall at all times have her anchors ready for letting go.

26. No person shall moor any vessel in any manner other than that prescribed by the Deputy Conservator or the Harbour Master, or alter the mooring of any vessel without the permission of the Deputy Conservator or the Harbour Master, save for the purpose of easing undue strain or for taking up undue slack.

27. No vessel shall without the permission of the Deputy Conservator dismantle her engines or otherwise render herself incapable of movement.

28. No vessel occupying a berth shall turn her screws without giving sufficient warning to all boats in the vicinity and with due precautions to the moorings etc.

Moving and Warping

29. Every vessel within the Port shall be moved or warped from place to place as required and by such means or appliances as may be ordered by the Deputy Conservator.

30. No vessel shall cast off a warp that has been made fast to her to assist a vessel moving, without being required to do so by the pilot.

Fires and Lights

31. (a) Fires on vessels shall be permitted only in galleys or properly constructed fire places.
- (b) The discharge of fire-works is prohibited on any vessel, wharf, quay, pier, jetty or landing place.
- (c) No person shall smoke or use naked lights of any description in a hold or between decks of a vessel or in any enclosed space, in such vessel containing stores, cargo or inflammable materials and suitable notices to this effect shall be displayed in prominent places.
- (d) When a fire has broken out in any vessel, the Master or Officer-in-charge of vessels in neighbouring berths or moorings shall furl their awnings and take the necessary steps to keep all the fire fighting equipments ready for use and prepare to slip their cables or hawsers.
- (e) No vessel shall be fumigated except at a place appointed by the Deputy Conservator for the purpose.
- (f) Pitch or dammer shall not be heated on board vessels within the Port, but in a boat alongside or astern; nor shall spirits be drawn off on board such vessels by candle or other unprotected artificial lights.


Signals

32. (a) The Master of any vessel arriving within the Port with ammunition or explosives or over 45 kilograms (100 Pounds) in weight of gunpowder on board as cargo, shall display a red flag «B» of the Commercial Code at the fore during daylight, and between sunset and sunrise shall exhibit, when a tanker, a red light over the usual anchor light for such time as the ammunition, explosives or gunpowder may be on board within the local limits of the Port.
- (b) The use of 'sound signals' for attracting attention is prohibited on board vessels while within the local limits of the Port, except for the purposes specified in regulations 15, 28 and 31 of the International Regulations for Preventing Collisions at sea and in case of emergency, where assistance from the shore is urgently required in the interests of the safety of the vessel or when the pilot in charge thinks fit to do so.
- (c) All necessary signals can be made by vessels by using the International Code of Signals and they will be acknowledged by the answering pendant being hoisted at the Signal Station masthead. Communications by the Morse and Semaphore Codes may be made to the Port Signal Station by day and by night, using flag 'Z' by day and flashing 'Z' at short intervals by night to call up station.

All the night signals shall be made in one hoist, the lights being in a vertical line one over the other not less than 1 metre apart with the exception of single light signals and of the second and the third


signals which are to be hoisted as indicated against them: —

Signal		Where hoisted	Signification
Day	Night		

Flag Q  To be hoisted where My ship is healthy and best seen. I request free pratique.




To be hoisted where My ship is healthy and best seen. I request free pratique.

Flags QQ  To be hoisted where My ship is suspected. best seen. To be shown where I have not received free pratique, being not more than 2 metres apart.




To be hoisted where My ship is suspected. best seen. To be shown where I have not received free pratique, being not more than 2 metres apart.

Flags QL  To be hoisted where My ship is infected. best seen. To be shown where I have not received free pratique, being not more than 2 metres apart.




To be hoisted where My ship is infected. best seen. To be shown where I have not received free pratique, being not more than 2 metres apart.

Flags QL  To be hoisted where My ship is infected. best seen. To be shown where I have not received free pratique, being not more than 2 metres apart.



To be hoisted where My ship is infected. best seen. To be shown where I have not received free pratique, being not more than 2 metres apart.

Ensign and House Flag  To be lowered half mast. Death on board while in port limits.




To be lowered half mast. Death on board while in port limits.

Pilot Jack  Masthead. Harbour Master is required.




Masthead. Harbour Master is required.

Flags DQ  Where best seen, mast-head, signal yard arm, or stay signal halliards. Am on fire and require immediate assistance.



Where best seen, mast-head, signal yard arm, or stay signal halliards. Am on fire and require immediate assistance.

Flags DV  Where best seen, mast-head, signal yard arm, or stay signal halliards. Have sprung a leak and require immediate assistance.




Where best seen, mast-head, signal yard arm, or stay signal halliards. Have sprung a leak and require immediate assistance.



—Indicate a white light.




—Indicates a red light.

Flags DZ  Where best seen, mast-head, signal yard arm, or stay signal halliards. Require immediate assistance.



Where best seen, mast-head, signal yard arm, or stay signal halliards. Require immediate assistance.

Flag B  B to be hoisted at fore masthead. Have kerosene oil or petrol on board.




B to be hoisted at fore masthead. Have kerosene oil or petrol on board.

R
K
O




at the main mast-head.
Night signal at the fore.

Flag B  B to be hoisted at fore masthead. Have explosive on board. Night signal to be hoisted at the main masthead. (Note: — Every vessel having any quantity of explosives other than for their own use should make use of this signal).




B to be hoisted at fore masthead. Have explosive on board. Night signal to be hoisted at the main masthead. (Note: — Every vessel having any quantity of explosives other than for their own use should make use of this signal).

Flags S T  Where best seen, mast-head, signal yard arm, or stay signal halliards. Want Police.



Where best seen, mast-head, signal yard arm, or stay signal halliards. Want Police.

Flags A N G  —Do— Have parted moorings.



—Do— Have parted moorings.

Signal		Where hoisted	Signification
Day	Night		
Flags Y A		Where best seen, mast-head, signal yard arm, or stay signal halliards.	Require tug.
Flag W		—Do—	Want doctor or medical assistance.
Pendant No. 4	Nil	Foremast-head.	Am entering the harbour.
Flag N	Nil	—Do—	Am proceeding out of the harbour.
Flag Y	Nil	Where best seen, mast-head, signal yard arm, or stay signal halliards.	Require fresh water.
		= Indicates a white light.	
		= Indicates a red light.	
Flags S I X	Nil	Where best seen, mast-head, signal yard arm, or stay signal halliards.	Require agents Mor-mugao.

(d) The following signals are made at the Port Signal Station flag staff.

1. Storm Warning Signals

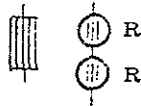
A) Distant signals

Day	Night	
I — Cautionary. — There is a region of squally weather in which a storm may be forming.		W W

Note. — This signal is hoisted at Port so situated with reference to the disturbed weather that a ship leaving the Port might run into danger during its voyage. If one of the latter mentioned signals is not more appropriate and has not already been hoisted, this signal is hoisted at Arabian Sea ports also when a disturbance from Bay of Bengal is crossing the Peninsula and may develop into a cyclone after entering the Arabian Sea.

II — Warning. — A storm has formed.

Note: — This signal is hoisted when there is no immediate danger of the port itself being affected, but ships leaving the port might run into the storm.



B) Local Signals

III — Cautionary. — The Port is threatened by squally weather.		W R
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IV — Warning. — The Port is threatened by a storm but it does not appear that the danger is as yet sufficiently great to justify extremes measures of precaution.		R W
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Note: — The existence of a storm can often be determined before its direction of motion can be fixed. In this case all those ports which the storm could possibly strike are warned by this signal.

	Day	Night	
V — Danger. — The Port will experience severe weather from a storm, of slight or moderate intensity, that is expected to cross the coast to the south of the Port.			W W R
VI — Danger. — The Port will experience severe weather from a storm, of slight or moderate intensity, that is expected to cross the coast to the north of the Port.			R W W
VII — Danger. — The Port will experience severe weather from a storm, of a slight or moderate intensity, that is expected to cross over or near to the Port.			W R W
VIII — Great Danger. — The Port will experience severe weather from a storm of great intensity that is expected to cross the coast to the south of the Port.			W R R
IX — Great Danger. — The Port will experience severe weather from a storm of great intensity that is expected to cross the coast to the north of the Port.			R R W
X — Great Danger. — The Port will experience severe weather from a storm of great intensity that is expected to cross over or near to the Port.			R W R
XI — Failure of Communications. — Communications with the Meteorological warning centres have broken down, and the local officer considers that there is danger of bad weather.			R

2. General

(a) Day Signals

Signal	Where hoisted	Signification
Flag N	Masthead	A vessel in harbour requires a Pilot.
Pendant No. 4	— do —	A vessel is in sight.
1 Black Ball	— do —	A vessel in the harbour is underweigh, or about to get underweigh, and that incoming vessels should allow plenty of sea-room.

Note: — Flag «N» is hauled down on the Signal Station after the pilot has boarded the out going vessel.

(b) Night Signals

Signals	Where hoisted	Signification
One white light	Masthead	Vessel (either inside or outside the breakwater) requires a pilot.

Note: — When a pilot on board a vessel outside the break-water intending to enter, sees the «N» flag at the

masthead of a vessel inside or a black ball at the masthead of the Signal Station, he must wait outside until the vessel flying the «N» flag has cleared the breakwater taking care to allow the outgoing vessel plenty of sea room; if the «N» is lowered to halfmast, he may enter.

Number of crew

33. Every vessel in the Port shall be efficiently manned at all times except whenever any vessel is laid up in any berth, anchorage or mooring especially allotted to her for that purpose, the Deputy Conservator may authorise the vessel to be laid up with a minimum crew for a specified period.

Employment of persons

34. No person shall be employed in cleaning, chipping or painting a vessel or in working in the

bilges, boilers or double bottom of a vessel in the Port, without ensuring that the working conditions in such places are made safe to the satisfaction of the Deputy Conservator.

Bathing in the Harbour

35. Bathing is strictly prohibited in the harbour on account of the sharks which infest it.

[7-PG(37)/63]

R. RANGARAJAN

Under Secretary to the Government of India.